

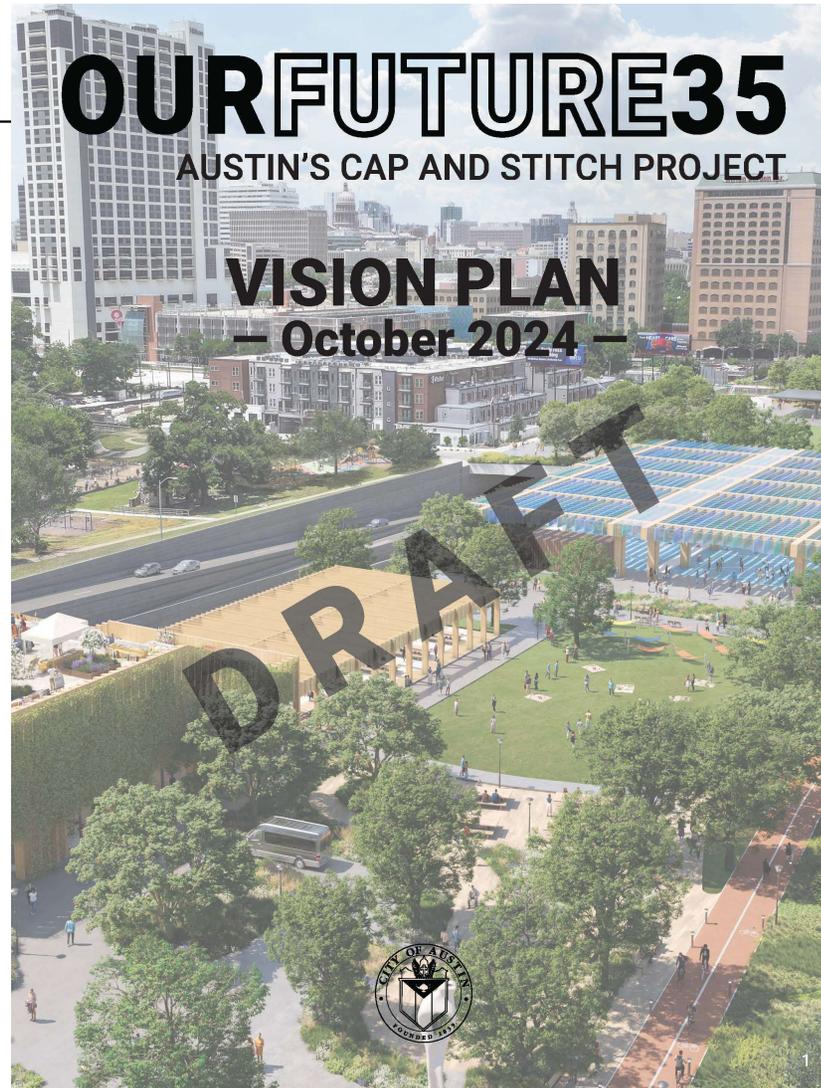


TRANSPORTATION  
PUBLIC WORKS

Mobility Committee  
November 14, 2024

## VISION PLAN OVERVIEW

*The Our Future 35 Vision Plan documents the community's desired outcomes and priorities for Austin's Cap and Stitch effort and will act as a road map, guiding future amenity designs.*



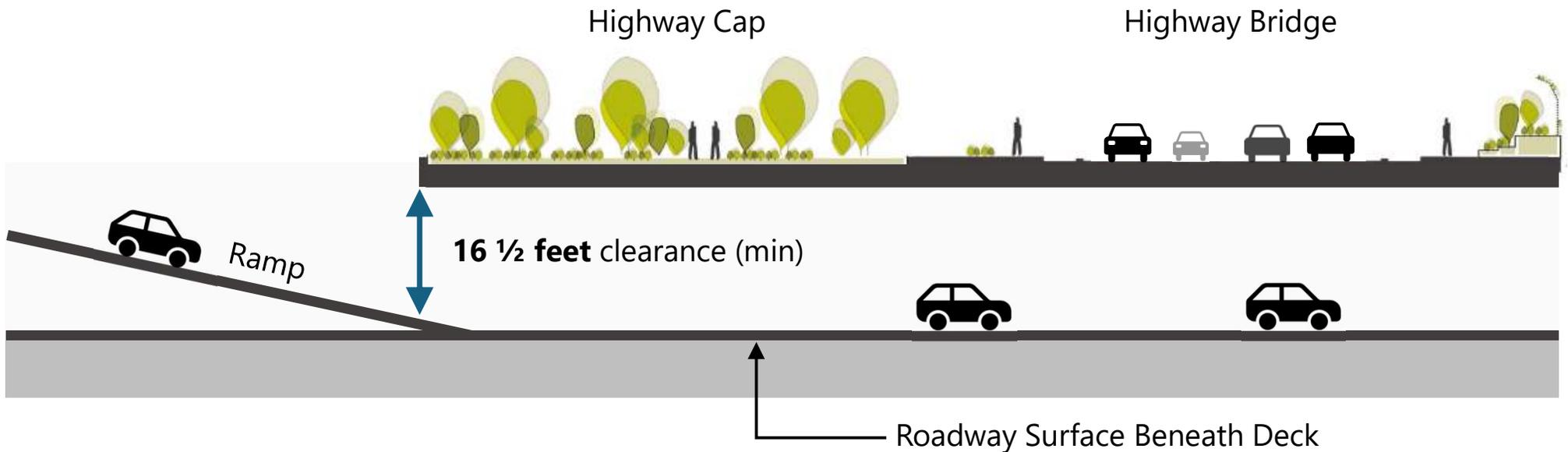
# VISION PLAN: POTENTIAL CAP AND STITCH LOCATIONS



## WHERE ARE CAPS POSSIBLE?

### Height Clearances

The image below shows a cross section through a highway cap. The cap needs to have at least 16 ½ feet height clearance above the roadway and any ramps or structures.

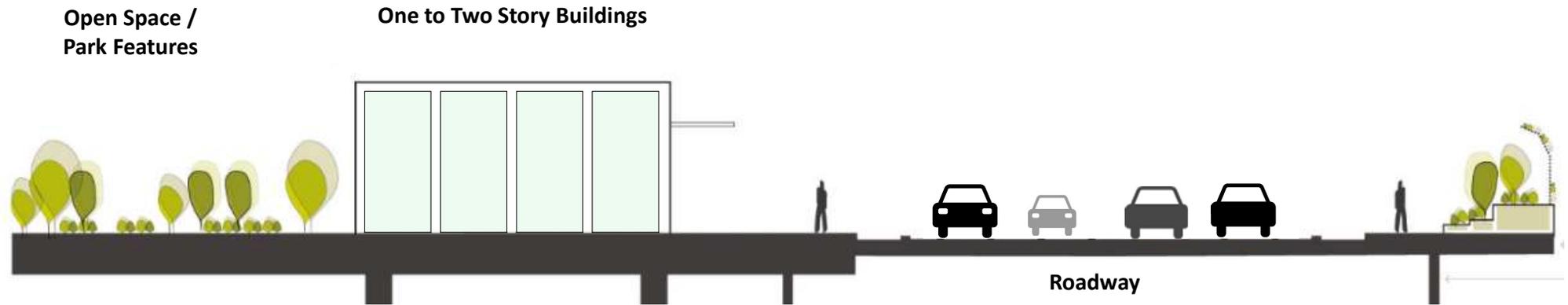


# WHAT IS POSSIBLE ON TOP OF CAPS?

## Maximum Building Heights

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- Buildings may be 1-2 stories max.
- Buildings 3 stories or higher would require additional engineering and cost.



# COMMUNITY ENGAGEMENT



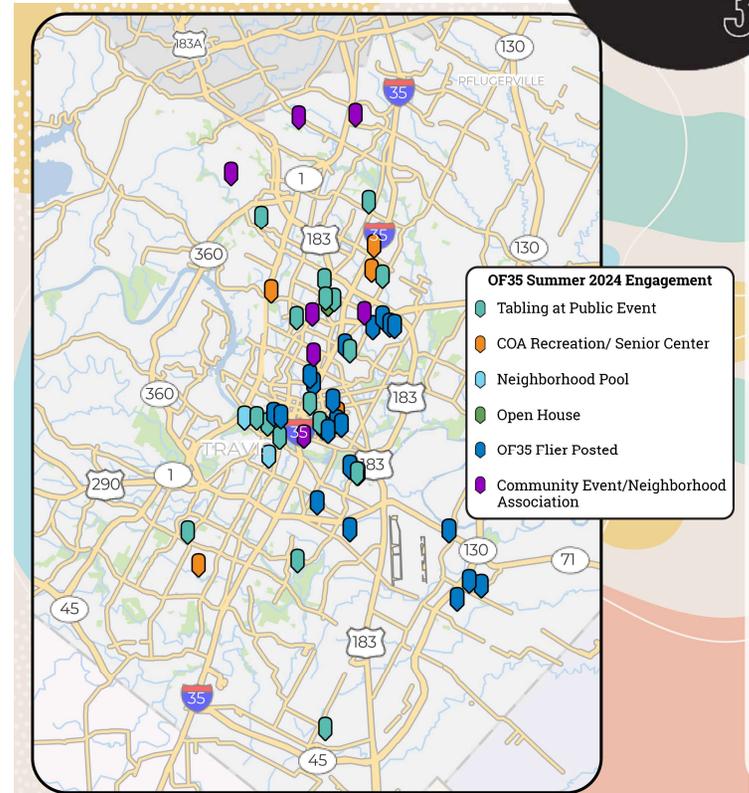
Engagement strategies included digital outreach as well as targeted in-person engagement to meet individuals in their communities.

Across the entire cap system, the top amenities were:

Location	Top 5 Preferred Amenities				
Holly Street Stitch					
Cesar Chavez - 4th Street Cap					
4th Street - 7th Street Cap					
11th Street - 12th Street Cap					
381/2 Street - 41st Street Cap					
41st Street - Redline Cap					
Redline - Airport Boulevard Cap					



- LEGEND**
- Recreational Lawn Space
  - Pollinator Gardens
  - Food Vending/ Farmers Market
  - Public Art
  - Play Areas
  - Cooling Stations
  - Event Space
  - Arts & Cultural Performance Space
  - Renewable Energy Generation



The map shows the 28 locations City of Austin staff visited in the summer of 2024 to speak with residents about Our Future 35.

**VISION STATEMENT:**

New shared public spaces over I-35 are inclusive and sustainable; support economic opportunity and equity; celebrate heritage and cultural narratives; support community health and restorative natural spaces; encourage environmental stewardship; and promote safe and comfortable access to all citizens.



**Equity & Inclusivity**

Engage community members who have been impacted by and excluded from past infrastructure decisions, and ensure that new amenities are dynamic, sustainable, and welcome communities of all races and identities.



**Health & Human Nature**

Create spaces that enhance the quality of life and well-being of users, encourage active transportation, employ native and adapted resilient and restorative landscapes, and promote connection to nature.



**Economic Affordability & Vitality**

Foster design elements and activations for small and local businesses, and mitigate displacement and adverse cost of living impacts of the project on surrounding neighborhoods and communities of color.



**Environmental Sustainability**

Advance the Austin community's commitment to environmental stewardship, recognize broader climate action imperatives, and build the capacity to successfully maintain and adapt these spaces.



**Community & Cultural Narratives**

Celebrate the historical and cultural fabric of past and present communities surrounding I-35 while recognizing the city and highway's histories of fracture, and collect and amplify the narratives and histories of community members.



**Safety & Connectivity**

Connect community members to jobs, services, and each other and promote safe and comfortable hubs that provide access to, from, and across I-35, and foster modes of travel that welcome and support all ages and abilities.

*Proposed design, programming and operations for future caps and stitches should fulfill the vision and goals.*

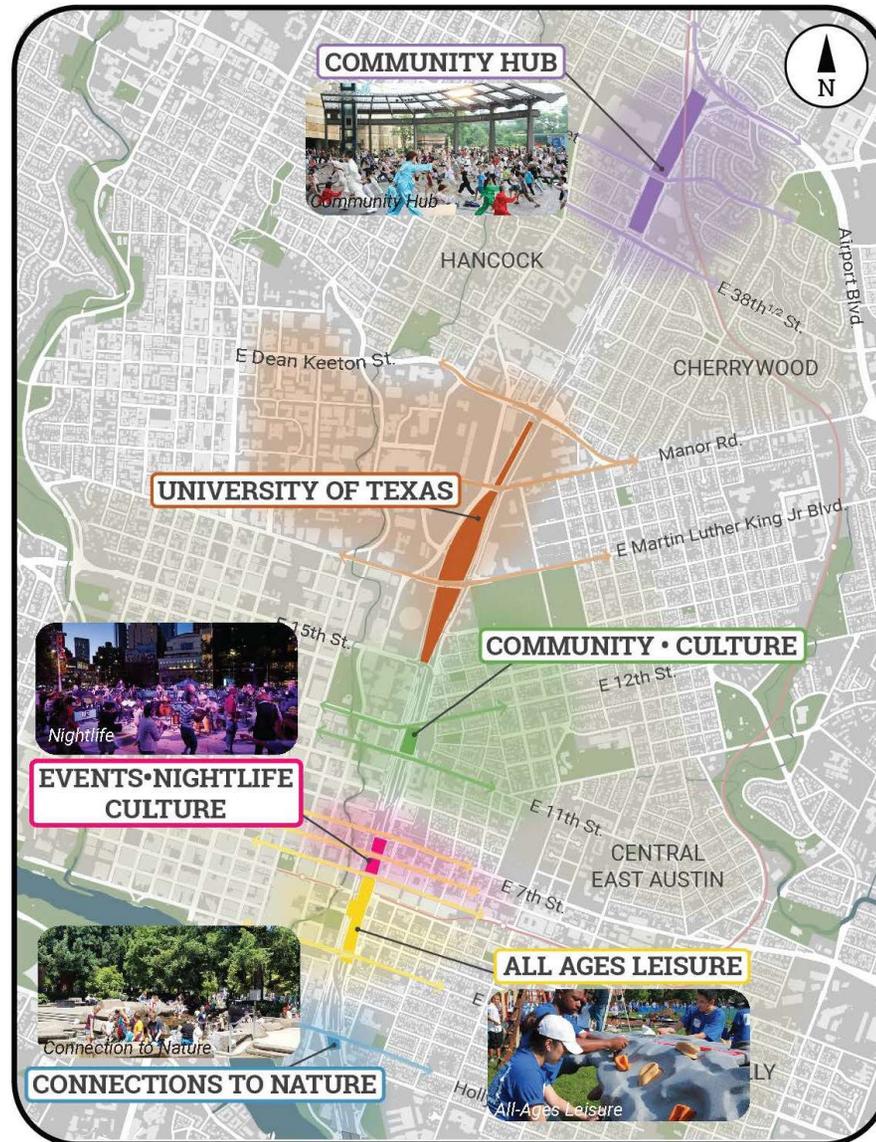
## VISION PLAN:

### Desired Cap Character

The Vision Plan distills community input into the desired “character” for each cap and amenity types that could help realize this character.

All caps and stitches should provide:

- Large trees
- Shade Lighting
- Public art
- Pedestrian and bicycle paths
- Landscaping elements
- Micromobility hubs



# VISION PLAN: AMENITY CONCEPTS

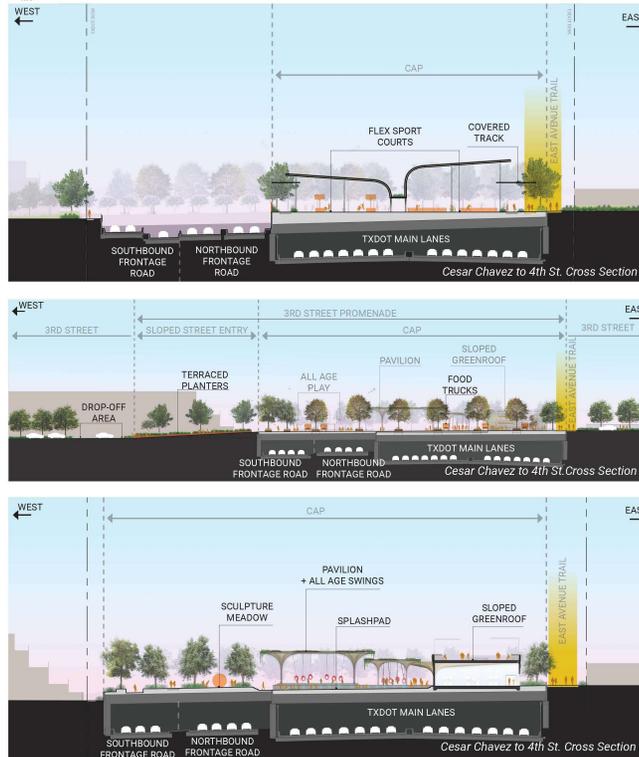
Amenity Concepts for all Potential Caps and Stitches (full-build)



## CESAR CHAVEZ ST. TO 4TH ST. ALL AGES LEISURE



## CESAR CHAVEZ ST. TO 4TH ST. ALL AGES LEISURE



*Illustrative concepts are examples of how the Vision and Goals desired cap character/amenities may be reflected in cap and stitch designs.*

*These conceptual illustrations are intended to serve as a starting point for future designs.*

# VISION PLAN: AMENITY CONCEPTS

Example:  
Cesar Chavez – 4th  
Amenity Concept

Completed for all locations:

1. Holly Stitch
2. Cesar Chavez to 4th Street
3. 4th Street to 7th Street
4. 11th Street to 12th Street
5. 38 ½ Street to 41st Street
6. 41st Street to Redline
7. Redline to Airport Blvd.

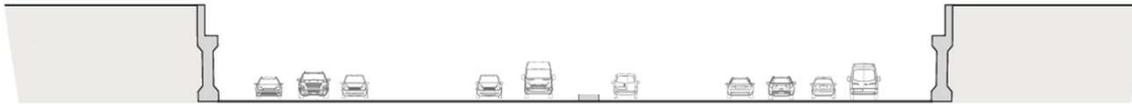


# FUNDING AND PHASING

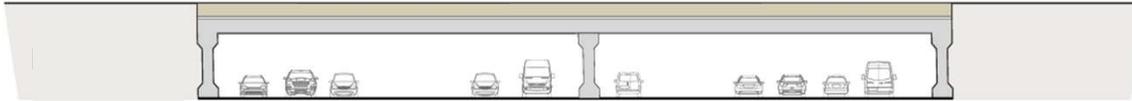
## Project Implementation Phases



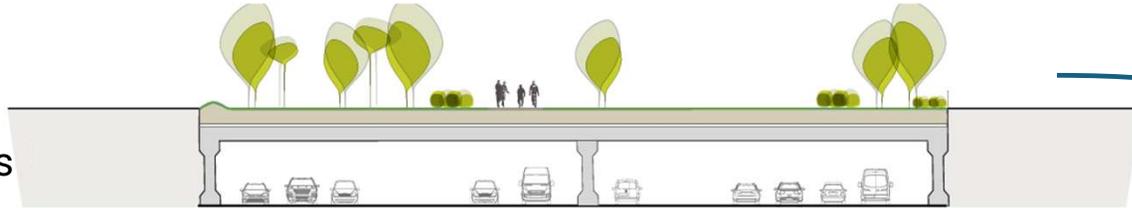
**Phase 1: Roadway Elements**  
Commitment required by Dec. 2024



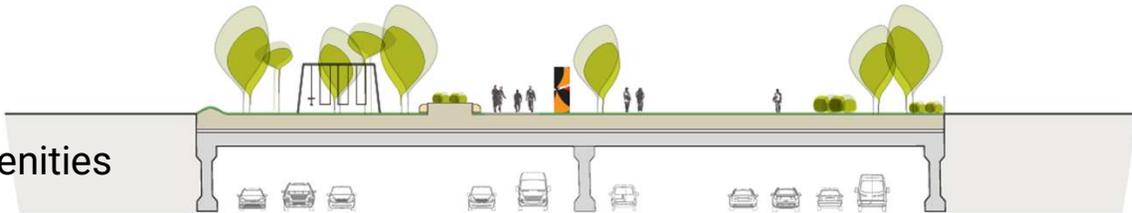
**Phase 2: Deck Structures**  
Required by 2032 change order deadline



**Phase 3: Minimum Amenities**



**Phase 4: Full Landscape Amenities**



**Phase 5: One- or Two-Story Building Amenities**



*Amenities may be constructed in one or multiple phases starting in 2031, as funding is available*

# Vision Plan

## Technical Appendices



ARUP

### Memorandum RI

To: Patricia Tran (patricia.tran@arup.com)  
 Date: August 23, 2014  
 From: Alpha Bui (alpha.bui@arup.com)  
 Reference number: 201405  
 Project: Our Future 35  
 Subject: Cap and Stack Preliminary Structural Loading

This memorandum (M) summarizes the preliminary loading design criteria to be used in Train Department of Transportation's (TDDOT) design of the 137' cap and stack bridge deck structures. The loading presented here is the heaviest loading anticipated by the City of Austin (COA) for the current and future programming planned on these caps. Additional loading for the loading will enable flexibility for the COA to modify the programming in the length and distribution of the caps. Progression and for the duration of the 5<sup>th</sup> design phase of these structures, a scenario that increases into flexibility in the programming to a point that the COA could be modified to be a 2-story building in 2042. Although the 2-story building is significantly heavier than the current field, the cap has already been designed for the heavier 3-story building so no change to the structure are required. If this flexibility was not provided, changes to the structure after it is built would be difficult and cost prohibitive.

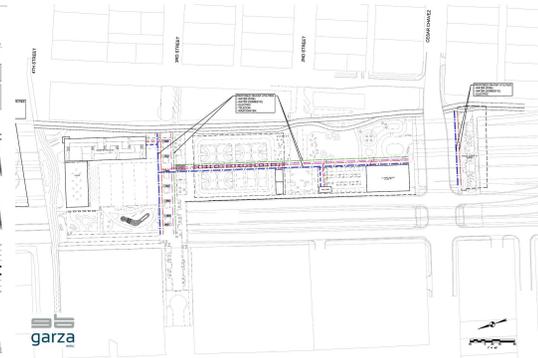
This memorandum provides preliminary recommendations, and a Structural Loading Report will be issued later this year in October 2014. This report will include the general loading, structural diagrams of the initial programming envisioned by COA, using input from the community, for TDDOT to verify the structure can support.

As TDDOT has engaged multiple consultants to complete the structural design we recommend that:

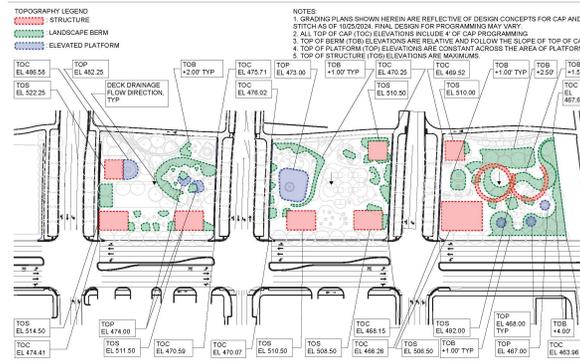
- A single structural team of design consultant be selected by TDDOT and followed by all TDDOT consultants to ensure a consistent approach is used between the different consultants. This will avoid the design of the two sections of cap to be done from each other resulting in the two having two different loads.
- Any qualifications required for the contents of this memo refer to the COA and Arup and included in an update of this memo rather than assumptions being made about its source, which may be difficult to modify in the design program.

Page 1 of 1

## Structural Loading Report



## Utility Concepts



## Grading Diagrams



## Access Diagrams



## NEXT STEPS

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- 11/19 Council Work Session
  - Council options for phasing and funding
- 12/12 Council Meeting
  - Authorize negotiation and execution of AFA for commitment to fund roadway elements
  - Authorize negotiation and execution AFA to fund 100% design of roadway elements and deck structures/tunnel elements
  - Accept SIB loan

# OUR FUTURE 35

Austin's Cap and Stitch Program

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